

ARDMORE + WHITIANGA + NEW PLYMOUTH

QUEENSTOWN + GORE + INVERCARGILL + OAMARU

**AROUND NEW ZEALAND**


**AIR SAFARI**

ISLAND 2010


*A ten day air trek around*  
**New Zealand**

**Safari**

**Rules & Regulations**

 **Life Flight**  
SAVING LIVES ABOVE ALL ELSE

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MASTERTON + TAUPO + GISBORNE + TAURANGA

TIMARU + RANGIORA + OMAKA + MOTUEKA



## Rules and Regulations

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## Definitions

Organised by Flying New Zealand Air Sports Ltd.

### 1. TITLES AND OBJECTS

#### 1.1 Title of the Air Safari

The title of the Air Safari is “Around New Zealand Air Safari 2010”.

#### 1.2 Objects of the Air Safari

1.2.1 To implement a high profile event promoting recreational and sports flying at Aero Cubs around New Zealand.

1.2.2 To assist Flying New Zealand member Aero Clubs to promote the sport of recreational flying in their region and attract new members to aviation.

1.2.3 To promote awareness of Life Flight Trust, the Air Safari’s sole charitable beneficiary, with their national air ambulance service.

1.2.4 To join and enhance the Warbirds Over Wanaka 2010 event.

1.3 Safety First – These Rules and Regulations covering the Air Safari have been developed by the Organisers to assure maximum safety for all participants. Every effort has been made to plan the Safari so that each Entrant will have an equal chance of success. The Organisers rely on each pilot to exercise good judgment at all times in the interests of safety.

### 2. FORM OF THE SAFARI

#### 2.1 Timing

The event will commence on Sunday 21<sup>st</sup> March 2010 with Registrations from 0900 and conclude on Friday 2nd of April 2010 with the Final Dinner & Prize giving. The Air Safari will be run over ten days starting Tuesday 23<sup>rd</sup> of March 2010. The schedule allows for eight flying days and two en-route rest days.

#### 2.2 Type

The Air Safari is a VFR navigation competition operating below 9500 feet.

#### 2.3 Route

Starting at Ardmore Airfield, Auckland, the Air Safari proceeds around New Zealand, landing at Kaitaia, Whitianga, New Plymouth, Tauranga, Taupo,



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Gisborne, Hastings, Masterton, Motueka, Omaka, Rangiora, Timaru, Oamaru, Invercargill, Mandeville and will finish overhead Cromwell for a landing at Queenstown.

2.3.2 Rest days will be observed at Masterton and Timaru.

2.3.3 For further details see section 6 below and the Handbook.

## 2.4 Classes of the Air Safari

There will be one main class (Class A) competing the main routes.

A vintage aircraft class, 50 years plus old, (Class B) will fly the shorter route, basically from overnight airfield to the next overnight airfield.

Microlights -Class 2 Type (Class C) can enter either the main class or the shorter route.

## 3 TROPHIES AND PRIZES

### 3.1

Classic Hits Around NZ Air Safari 2010 Overall Winner: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

Most Photos identified by a Team

Most Navigation Points accumulated by a Team

Most Time Points accumulated by a Team

Photo Competition Overall Winner Individual Award

Best Team Uniform

Harrison Award

## 4 ELIGIBILITY AND ENTRY

### Eligibility

4.1.1 Scope of Entry- The Air Safari is open to individuals, organisations, or companies from any country. An Entrant may enter more than one aircraft for the Air Safari; however each aircraft entered constitutes a single and separate entry.

4.1.2 Aircraft Types- The Air Safari (Class A) is restricted to aircraft capable of maintaining a cruising speed of at least 80 knots. Competing aircraft must have a minimum still air range of 230 nautical miles (not including statutory planned reserve of 30 minutes).

4.1.3 Special Types- Aircraft that do not meet these requirements in 4.1.2 above (e.g. gyrocopters etc) may apply to the Organisers for special approval to enter the Air Safari.

4.1.4 Alteration of Entry- Any alteration to the particulars given on the Entry Form must be notified, in writing, to the **Secretary**, no later than 48 hours before the Air Safari start time (1600 hours 22 March 2010). Acceptance of the altered



entry is subject to the consent of the Organisers. A fee for consideration of the altered entry may be imposed. Crew changes may be made up to one hour before the allocated start time of any particular course in accordance with clause 4.2.5.

- 4.1.5 Conditions of Entry- An Entrant, the Nominated Pilot in Command, the crew, passengers and any pilot acting as pilot in command of that aircraft during the Air Safari, by entering and/ or participating in the Air Safari thereby agrees they are bound by these Rules and Regulations and any requirements of any later documents issued by the Organisers, including (without limitation), the Entry Form and the Air Safari Handbook(s).
- 4.1.6 Refusal of Entry- The Organisers reserve the right to refuse to accept any entry without assigning a reason, and all persons concerned shall obey the instructions of authorised officials of the Organisers in such matters.
- 4.1.7 Decision- The decision of the Organisers shall be final in all questions relating to acceptance of entries and eligibility of Entrants, Nominated Pilots in Command, Pilots, crew members, passengers, and aircraft.
- 4.1.8 Withdrawals- Withdrawals prior to the start of the Air Safari must be notified to the Safari Director/ Safety Officer in writing. Aircraft withdrawing from the Air Safari during the progress of the Safari must notify their decision initially to one of the Organisers (as soon as reasonably practicable) and, if possible, the Safety Officer. Contact details, including mobile telephone numbers, will be set out in the Handbook. Such verbal advice is to be followed as soon as reasonably practicable by formal withdrawal in writing. For this purpose the notice shall be addressed to:

Air Safari Organisers  
c/o The Secretary  
Liz King  
3 Athena Drive  
Totora Vale  
North Shore City 0625

In the event of withdrawal by an Entrant after the closing date, and before 8 weeks from the start of the Air Safari, the entry fee may be refunded in part, up to a maximum of 75%, at the sole discretion of the Organisers. Between 4 weeks and 8 weeks from the start of the Air Safari up to a maximum of 50% may be refunded. Within 4 weeks of the start of the Air Safari the entry fee will not be refunded upon withdrawal.

## 4.2 Crew Requirements

- 4.2.1 Entry Form- All persons who will be carried in the aircraft at any time during the Air Safari must be identified on the Entry Form. This includes the Entrant (if they are an individual who will be participating in the Air Safari), the Nominated Pilot in Command, any other pilots who are to be carried (including student pilots and pilots who are able to act as pilot in command),



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crew members and passengers. An entry by other than an individual shall nominate an individual to represent the Entrant, and that individual, along with the Nominated Pilot in Command (if a separate individual), shall, on behalf of the Entrant, be answerable to the Organisers in all matters concerning the Air Safari. (See also clause 9)

- 4.2.2 Nominated Pilot in Command- Where more than one person able to fly the aircraft is carried, the person identified on the Entry Form as the Nominated Pilot in Command shall be responsible to ensure the instructions of officials and Organisers are obeyed. The Nominated Pilot in Command shall be carried on the aircraft throughout the Air Safari, unless the requirements of clause 4.2.4 are met. There shall be only one Nominated Pilot in Command for each aircraft during the Air Safari. The Entrant of an aircraft may also be the Nominated Pilot in Command.
- 4.2.3 Change of Nominated Pilot in Command- In the event of the Nominated Pilot in Command being unable to continue to participate, the Organisers may, if requested, permit the Nominated Pilot in Command to be changed. Written notification is required to be given to the Organisers. Any such replacement must comply with the Rules and Regulations applying to the original Nominated Pilot in Command and appropriate indemnities and declarations must have been completed.
- 4.2.4 Crew Requirements- The crew of an aircraft shall be as laid down in the Airworthiness Certificate or Flight Manual for that aircraft and must meet any requirements prescribed by the laws of the State of Registry of the aircraft. The crew must be identified on the Entry Form. The Organisers may permit any crew member other than the Nominated Pilot in Command to be changed provided that such a change is notified to the Safari Director/ Safety Officer prior to one hour (1 hr) before the allocated start time of that aircraft and provided the substitute has the necessary certificates and has provided the appropriate indemnities and declarations required of the crew by these Rules and Regulations.
- 4.2.5 Certificate of Competency- All pilots in command and crew must produce a valid pilot's licence issued by an appropriate authority for the aircraft they are flying, valid for the period of the Air safari and valid for the capacity in which they are to act.
- 4.2.6 Production of Documents to Scrutineers- The Nominated Pilot in Command identified on the Entry Form shall produce to the Scrutineers:
- (a) Current Pilot Licence(s) valid for the type of aircraft entered for New Zealand, for that Nominated Pilot in Command and for any other crew member who may be flying the aircraft as pilot in command during the Air Safari.
  - (b) Current Airworthiness Certificate. If approval has been granted by the Organisers for an aircraft that does not hold an Airworthiness Certificate because it is not certified, then a current Flight Permit shall



be produced. Exemption is required for Permit to Fly pilots over built up areas.

- (c) Current Technical Log (Maintenance release)
- (d) Flight Manual or equivalent document.
- (e) Aircraft not included on the New Zealand register must carry on board a current certificate of registration valid for the State of Registry of that aircraft.
- (f) Evidence of insurance cover in accordance with the requirements of paragraph 9.2.3 of these Rules and Regulations.
- (g) Company entries are to be made on company letterhead signed by a director of that company.
- (h) Copies of certificate(s) indemnifying the Organisers against all claims and expenses signed by all occupants (whether pilots, crew members or passengers) of the aircraft.
- (i) Consent forms and indemnity forms signed by the parent or guardian of any pilot, crew member or passenger under the age of 18 years.

#### 4.3 General Responsibilities of Entrants and Nominated Pilot in Command

- 4.3.1 It is the joint responsibility of the Entrant and the Nominated Pilot in Command to satisfy themselves that the aircraft complies with all laws and regulations governing aviation in New Zealand.
- 4.3.2 It is the joint responsibility of the Entrant and the Nominated Pilot in Command and all crew members flying the aircraft as pilot in command, to ensure that at all times during the Air Safari the conduct of the aircraft and crew complies with all laws and regulations governing aviation in New Zealand.
- 4.3.3 The laws and regulations governing aviation in New Zealand are primarily the Civil Aviation Act 1990 and the associated Civil Aviation Rules. For further assistance, copies of the Civil Aviation Act 1990 and Civil Aviation Rules are available on the internet at [www.caa.govt.nz](http://www.caa.govt.nz). For pilots unfamiliar with New Zealand aviation, assistance can also be obtained from any flight training organisation, a list and contact details of such organisations is also available on the internet at [www.flyingnz.co.nz](http://www.flyingnz.co.nz). Foreign pilots must ensure that, if required under New Zealand law, their foreign licences are validated for New Zealand. Foreign pilots are also strongly recommended to obtain instruction on laws and regulations governing aviation in New Zealand, and the New Zealand aviation environment (such as meteorological minima, separation requirements, circuit joining procedures, charts and publications, common New Zealand meteorological conditions, radio procedures and controlled airspace requirements etc), before participating in the Air Safari.



4.3.4 It is the responsibility of the Nominated Pilot in Command to ensure that current and adequate charts, the current AIP New Zealand Volume 4, and all relevant amendments and supplements are carried aboard the aircraft for the route flown at all times during the Air Safari. The Route Guide will contain a summary of the main information required for each leg of the Air Safari; however the Route Guide will not be a replacement for this material.

4.4 Entry Fee and Method of Application

4.4.1 Amount of Entry Fee- The entry fee for the Air Safari shall be:

Aircraft and Pilot in Command	\$1000 incl. GST
Each additional Crew member	\$250 incl. GST

Entries received by 31st August 2009 will be subject to a ten percent (10%) discount.

The entry fee entitles the Entrant to participate in the Air Safari and does not provide any other benefit unless it is provided for in these Rules and Regulations.

4.4.2 Payment of Fees- Entry fees shall be payable the Secretary of Flying New Zealand in \$NZ.

4.4.3 Cancellation of Air Safari- The Organisers reserve the right to cancel the Air Safari if they see fit. Entry fees will normally only be refunded in the event of a decision being made at a time earlier than twelve weeks prior to the start date to cancel the Air Safari when 75% of the entry fee will be refunded. In the event of a decision being made at a time earlier than eight weeks prior to the start date, 50% of the entry fee will be refunded.

4.4.4 Method of Application- Entries are to be made on the Air Safari page of the Flying NZ website [www.flyingnz.co.nz](http://www.flyingnz.co.nz) . Entrants can re-visit the website multiple times and update their information when required.

4.4.5 Closing Date- The closing date for entries will be **Monday 30<sup>th</sup> November 2009**. Any entries not in the hands of the Organisers by midnight local time on that date will be liable to exclusion. As the Organisers of the Air Safari are limiting the number of entrants, entries will be processed in order of receipt.

5 THE NAVIGATION COMPETITION

5.1 The Tasks

5.1.1 Overview- The Route of each Leg of the Air Safari will consist of several shorter legs (called Sections) with dedicated turn points which need to be identified either by answering a question relating to something specific at that



turn point or taking a photo of the turn point as proof of having been there. Entrants will be issued with photos of specific features on the ground of the Leg which they will need to mark the position of on their answer sheets. The Estimated Elapsed Time (EET) of each Leg will need to be calculated in the pre-flight planning as Entrants will be judged on their actual time taken against their calculated EET. The Minimum speed of an aircraft shall be no less than normal 65% cruise speed stated in the Aircraft Flight Manual less 20%, and no less than 80 knots.

## 5.2 Scoring

**5.2.1 Turnpoints-** Proof of identification of a Turnpoint will result in 10 (ten) points being awarded.

**5.2.2 EET-** EET will be calculated from the start of the take-off roll to the Finish when the aircraft flies directly overhead a designated Finish point of the Leg as described in the Route Guide of that Leg.

The nominated EET will take in account fuel stops if such are required.

There will be a maximum of 150 (one hundred and fifty) points available for time. The points will be awarded as follows:

Plus (+) or minus (-) 5 (five) seconds of nominated EET	150 points
Plus or minus 5 to 10 seconds	140
Plus or minus 10 to 15 seconds	130
Plus or minus 15 to 20 seconds	120
Plus or minus 20 to 25 seconds	110
Plus or minus 25 to 30 seconds	100
Plus or minus 30 to 40 seconds	90
Plus or minus 40 to 50 seconds	80
Plus or minus 50 to 60 seconds	70
Plus or minus 60 to 70 seconds	60
Plus or minus 70 to 80 seconds	50
Plus or minus 80 to 90 seconds	40
Plus or minus 90 to 100 seconds	30
Plus or minus 100 to 110 seconds	20
Plus or minus 110 to 120 seconds	10

**5.2.3 Ground Photos-** For every photo of some specific feature identified there will be 10 (ten) points awarded. The position of that photo will need to be recorded in the Log stating which Section of the Leg and distance to next Turnpoint.

**5.2.4 Winner-** The winner of each leg will be the Entrant with the highest number of points. As the Safari progresses the overall position of the Entrants will be calculated by their total accumulation of points, the Entrant with the highest number of points being the leader.

**5.2.5 Landing Competition-** At the end of each Leg there may be a spot landing grid on the active runway for a spot landing competition. Air Safari aircraft will be scored on their landing in accordance with the Flying NZ landing competition



rules. Spot landing competitions will be scored separately to the Air Safari, and prizes may be awarded under clause 3.

5.2.6 Fuel Stops- Approved Air Safari refuelling stops may be provided on some legs of the Air Safari. Approved Air Safari refuelling stops will be identified in the Course Guide. The time involved will need to be calculated and included in the Entrants EET for that Leg.

5.3 Precision Navigation Legs-

The New Zealand Precision Flying and Rally Association (NZPFRA) will be setting up at least one course which Entrants will be invited to match their skills against the Precision Navigation FAI rules. NZPFRA members will provide GPS Loggers, and provide enroute photos to create realistic international type Precision Navigation courses. The results of the NZPFRA exercises will be independent of the Air Safari competition.

5.4 Penalties

The following penalties apply. Penalties, expressed in points, are deducted from the accumulated points for that aircraft for the particular Leg before, during or after which the Penalty event occurred. Exclusion means exclusion from the Air Safari in its entirety.

5.3.1 Failure to produce the following documentation for verification at Registration before the Air Safari:-

- (a) Pilot Licence(s)
- (b) Airworthiness Certificate/ Flight Permit
- (c) Aircraft Technical Log
- (d) Emergency equipment as detailed in clause 8.2.6
- (e) Evidence of insurance cover as specified in clause 9.2.3
- (f) Official release, indemnities and declaration forms for each occupant.

Exclusion

5.3.2 Failure to comply with the requirements of the Civil Aviation Act 1990 or Civil Aviation Rules.

Exclusion

5.3.3 Non-attendance at daily briefings by Nominated Pilot on Command

Exclusion

**5.3.4 Starting before official signal 200 points**

**5.3.5 Turning before 500 ft after takeoff 200 points**

**5.3.6 Flying an orbit over a Turnpoint 500 points**

**5.3.7 Poor airmanship..... not less than 500 points.**

**5.3.8 Non-compliance..... 500 points**





6 ROUTE

6.1 Intended Route Details

- 6.1.1 Overnight Stops- The Air Safari will start at Ardmore, Auckland with overnight stops at Whitianga, Tauranga, Gisborne, Masterton, Omaka, Timaru, Invercargill and will finish overhead Cromwell for a landing at Queenstown. The Organisers reserve the right to amend the course at any time.
- 6.1.2 Intermediate Landings (Lunch Breaks) - There will be intermediate landings at Kaitaia, New Plymouth, Taupo, Hastings, Motueka, Rangiora, Oamaru, and Mandeville. These stops could be for periods of several hours or times as necessary for the orderly management of the Air Safari.
- 6.1.3 Turn Points- There will be Turn Points designated in the Route Guide over which aircraft must fly during the course of each leg. Turn Points may be added, modified or deleted at any time during the Air Safari.
- 6.1.4 Ground Observers- These may be stationed at Start Points, Turn Points and Finish Points to visually identify aircraft reporting overhead. At these points aircraft will be required to track overhead at a height as notified at the daily briefing or in the Route Guide.

6.2 Course Planning

The Pilot in Command and crew for each aircraft shall undertake their own Course planning. The Organisers cannot undertake to assist pilots in this matter in any way, nor will any responsibility for Course planning be accepted by the Organisers.

6.3 Contingencies

The Organisers reserve the right to cancel or modify the route, in whole or part, at any time before or during the Air Safari for any reason. Courses may be cancelled or modified even if started in whole or in part.

7 ORGANISERS AND OFFICIALS

- 7.1 Responsibility- The Organisers shall be responsible for regulating and controlling the start of the Safari, its progress and finish. The Organisers comprise the Air Safari Committee and the Air Safari Officials, as follows:-

Air Safari Committee

Chairman / Event Director	John Mclean
Safari Secretary	Liz King
Treasurer / Competitions Director	John Brunskill





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Logistics / Accommodation	Kevin Lloyd
Marketing / Promotions	Graeme Claridge
Local Logistics Planning	Tony Page

Air Safari Officials

Safari Director	Mat Wakelin
Safety Officer	Anna Wakelin
Air Traffic Control Rep.	Phil Granger
Chief Ground Marshall	Ike Stephens

7.2 Air Safari Competition Administrators

Scorer	Liz King
Starter	Kevin Lloyd
Finisher and Ground Judge	Trish Stephens

7.2.1 Event Director- The Event Director is the convenor of the Air Safari and is the person responsible for the successful operation of the Air Safari. The Event Director has an overseeing role and holds residual discretion to determine where direction is not available from these Rules and Regulations.

7.2.2 Safari Director- Responsible for the efficient running of the Safari, presenting the briefings, debriefings and controlling and organising the social occasions, prize giving's etc.

7.2.3 Safety Officer- The Safety Officer shall supervise the conduct of the Air Safari and provide necessary advice to other Air Safari officials concerning the infringement of the Rules and Regulations, or behaviour prejudicial to the safe conduct of the Safari. The Safety Officer has the right to add, amend or delete any instructions, or alter any route, leg, Turn Point, Start point of Finish point, or any part thereof, for reasons of safety.

7.2.4 Scorer- The scorer or nominee will be responsible for collating the results of the aircraft on each leg of the Air Safari. The scorer shall be responsible for ascertaining, approving and publishing the results of the Air Safari.

7.2.5 Chief Marshall- The Chief Marshall and their assistants are responsible for the ground movements of people and aircraft at all aerodromes visited by the Air Safari, until aircraft come under the control of the Starter, and after aircraft have left the control of the Finisher and Ground Judge (or have left the active runway).

7.2.6 Starter- The Starter is responsible for starting each Leg of the Air Safari and for recording the roll time of each aircraft.

7.2.7 Finisher- Responsible for the finishing of each Leg of the Safari and recording the finishing time of each aircraft.



- 7.2.8 Ground Judge- Responsible for the judging of any spot landing competitions, and for conveying the results of that competition to the Scorer.
- 7.2.9 Air Traffic Control Rep. - Responsible for liaison between the Organisers, Air Safari Officials (including the Safety Officer in particular), and Air Traffic Services providers.
- 7.2.10 Scrutineers- Responsible for the pre-Safari inspection of aircraft ensuring that all aircraft comply with the requirements of Entry of the Air Safari.
- 7.2.11 Protest Committee Convenor- the **Event** Director.

## 8 PARTICULAR REGULATIONS

### 8.1 Registration

8.1.1 Registration- During registration the paperwork for all aircraft and crew shall be provided to the Organisers by the Entrant and/ or the Nominated Pilot in Command. Any other material, information or details required by the Organisers for the purposes of the Air Safari shall be provided on request by the Entrant and/ or the Nominated Pilot in Command. Further details on registration requirements are included with the Entry Form. The Organisers may check, analyse, audit or otherwise scrutinise any document relating to any person associated with any aircraft participating in the Air Safari.

### 8.2 Scrutineering

8.2.1 The aircraft with appropriate documentation participating in the Air Safari must be available for Scrutineering at Ardmore Airfield on **Sunday 21<sup>st</sup> March 9:00am – 4:00pm** or Monday 22nd March 2010 no later than 1pm.

8.2.1.1 Should the Organisers not be satisfied that the aircraft is in a proper state to enter the Air Safari, the Entrant will be required to bring it to the required state or withdraw the aircraft and accept a refund of entry fees paid less \$NZ1000.

8.2.1.2 Each Entrant must produce all of the required documentation to the Organisers (or copies of) in accordance with clauses 4.2.6 and 5.3.1.

8.2.1.3 The Entrant or Nominated Pilot in Command must be available until their aircraft has been scrutinised by the officials.

8.2.1.4 An Entrant not having their aircraft available for Scrutineering at the time required may be liable to exclusion from the Air Safari.

8.2.1.5 The Organisers may, at their discretion or at a request of an entrant, extend the time allowed for the production of the aircraft and documents. However in such circumstances if it is at the request of the Entrant there may



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be a fee charged of \$NZ100 which will be payable before scrutineering will commence.

8.2.1.6 On arrival at Ardmore aircraft will be directed to official parking areas by the Chief Marshall and their assistants, or Air Race Officials.

8.2.2 Inspection- The Organisers reserve the right to inspect aircraft entered in the Air Safari in order to assure themselves that all such aircraft are properly equipped for the Safari and are capable of undertaking the flights comprising the Air Safari at any time before and/or during the Air Safari.

8.2.3 Air Safari Numbers and Decals- For the purpose of identification, competing aircraft will be allocated Safari numbers as provided by the Organisers.

8.2.3.1 Safari numbers will be displayed in black.

8.2.3.2 Safari numbers are to be displayed on each side of the fuselage or on the fin or rudder, clear of registration marks, and under the starboard wingtip, the tops of the numbers facing the leading edge of the wing.

8.2.3.3 Sponsor decals may be issued to Entrants on arrival at Ardmore. If issued, these are to be affixed to the aircraft below the Safari numbers on the fuselage or rudder, but shall not interfere with the registration letters on the aircraft.

8.2.4 Invalidation of Certificate- If for any reason the Airworthiness Certificate (or equivalent document), is invalidated during the Air Safari the aircraft is ineligible for the Safari and is no longer a competing aircraft from that time.

8.2.5 Equipment- Every aircraft shall be equipped with fuel reserves, instruments and equipment including survival equipment, necessary for the safe conduct of the flight, and with radio equipment, maps and charts appropriate to each leg and Air Safari requirements. At a minimum this shall include at least one two-way VHF radio and a transponder capable of operating in Mode C. All requirements of the aircraft flight manual (or equivalent document) in relation to minimum equipment to be carried shall be complied with.

8.2.6 Emergency Equipment- Every aircraft must carry a 406 Emergency Locator Beacon (ELT), one lifejacket for each person on-board and such equipment as specified in statutory regulations.

### 8.3 Briefings

8.3.1 Main Briefing- All pilots for each aircraft and preferably the whole crew must attend the main briefing to be held at Ardmore in the **Air Training Corps rooms on south side of Harvard Lane (opposite Ardmore Flying School)** on Monday 22<sup>nd</sup> March 2010 at **1400 hrs** (local time). Any aircraft whose Nominated Pilot in Command does not attend the main briefing could be excluded from the Air Safari by the Organisers.

8.3.2 Clarification of Rules and Regulations- At the main briefing pilots may request clarification of these Rules and Regulations or any other rules or regulations issued by



the Organisers (including those contained in the Handbook), but no discussion on changes to any rules or regulations will be entered into unless a change is deemed advisable by the Safety Officer or Safari Director in the interests of safety.

8.3.3 Daily Briefings- Air Safari briefings will be held each day flying is to occur, including Monday 22<sup>nd</sup> March, at times and locations to be advised. Locations will be set out in the Handbook, but may be amended during the Air Safari. Notification of the location of the daily briefings will be provided to pilots. All pilots must attend every briefing for legs where they are to act as pilot in command of an aircraft in the Safari. A roll call of aircraft crew will take place at the commencement of each briefing.

8.3.4 Flight Planning- An Air Safari Flight Plan on a form given to pilots by the Organisers will require the EET of that course. The EET section of this form must be lodged with the Organisers at least 30 minutes prior to take off for each course flown. The Air Safari Flight Plan will be required to be filled out before each course is flown.

#### 8.4 Start

Aircraft will be started at intervals and in a sequence determined by the Organisers.

8.4.1 Date of Start- The first aircraft to start will be allocated a start time on Tuesday 23<sup>rd</sup> March 2010.

8.4.2 Place of Start- The place of the Air Safari start will be Ardmore Airport, Auckland.

8.4.3 Start Time- The start time shall be the time allocated to an aircraft, or the start sequence given to an aircraft, as notified by the Safari Director at daily briefings and/or as described in the Route Guide for that Leg.

8.4.4 Delayed Start- Aircraft that are not on the start line (or other nominated position), at the time allocated, or in the sequence given, are liable to exclusion from that course of the Air Safari. If time permits such aircraft may be re-allocated a new start time, or start sequence, at the discretion of the Safari Director or nominee.

#### 8.4.5 Starting Procedure

8.4.5.1 The Start Point will be designated in the Route Guide. The starting procedure will be set out in the Route Guide, or as amended at the daily briefing or otherwise amended and communicated to pilots.

8.4.5.2 The time and order of starting will be announced each day at the daily pre-flight briefing. Responsibility for finding out the time and order of the start rests with the Nominated Pilot in Command. The Safari Director will advise when to start engines following a procedure to be explained at the briefings.

8.4.5.3 Aircraft will be directed by the Chief Marshall and their assistants to the active runway (which may also be the start point) where they will come under the control of



the Starter. All pre-take –off checks must be completed prior to the aircraft being called onto the active runway.

8.4.5.4 Once an aircraft has been called to the active runway the Starter will give each aircraft a ten second warning by raising a flag. After this time has elapsed the Starter will lower the flag to the ground as a signal to roll. Any aircraft rolling before this signal will be penalised. This will be the start of the aircrafts EET.

8.4.5.5 Any aircraft failing to roll upon the signal to do so by the Starter must be moved from the active runway, if and when ordered to do so, after which time they will only be allowed to roll (and take off), with permission of the Safari Director (see clause 8.4.4 for delayed starts).

8.4.5.6 Any breach of these starting regulations may render the aircraft liable for exclusion for that course.

## 8.5 Air Safari Log cards

All aircraft shall carry an official Air Safari Log card for each Leg.

The crew must record answers to questions over each turn point, show accurate locations of ground photos plus record other observed aircraft positions at times seen and any indiscretions by other competitors.

This log must also be used to complete answers to course questions (trivia) and be handed in immediately following the finish of the Leg to the Competition Administrators.

## 8.6 Finish

8.6.1 On arrival at each Finish Point the pilot in command is to fly at 1500 ft AGL over a point designated in the Route Guide or at the daily briefing. The detailed procedures for finishing, including arrival at the airfield, shall be set out in the Route Guide, but may be amended at the daily briefing, or at any time during the Air Safari.

8.6.2 Observers and timekeepers may be stationed at Turn Points and Finish Points to visually identify aircraft reporting overhead.

8.6.3 The recording of times at any Turn Point or Finish Point will be as set out in the Route Guide. If observers and timekeepers are stationed at any such point, an aircraft will be timed as crossing that point the moment the aircraft passes over the timekeeper stationed at that point.

8.6.4 After crossing the Finish Point the aircraft must proceed to the airfield in accordance with instructions as detailed in the Route Guide, or as issued or amended by the Safari Director. All instructions of Air Traffic Control services present at that airfield must be complied with.

## 8.7 Time Limits

8.7.1 Advice to Safety Officer- If aircraft are not able to be on the ground:



(a) at the airfield identified at the daily briefing as an intermediate landing airfield (ie the stop after the first leg of the day-lunch break) and prior to the start of the second leg of the day; or

(b) at the overnight stop airfield after the final leg of the day,

They are required to advise the Safety Officer of this as soon as practicable (contact details, including mobile telephone numbers, will be set out in the Handbook [or Route Guide]). All aircraft in the Air Safari are required to be on the ground at the overnight stop airfield identified at the daily briefing, by evening civil twilight (ECT) each day.

## 9 GENERAL REGULATIONS

### Rules and Regulations

- 9.1.1 Control of Rules and Regulations- The Organisers reserve the right to omit, alter or add to these Rules and Regulations, or any subsequent rules and regulations for the Air Safari, as they see fit. This will include but not be limited to information set out in the Handbook.
- 9.1.2 Interpretation of these Rules and Regulations- The interpretation of these or any other rules and regulations of the Air Safari hereafter issued shall rest entirely with the Organisers. The Entrant shall be entirely responsible to the officials appointed by the Organisers for observance of these Rules and Regulations.
- 9.1.3 Breach of Rules and Regulations- A breach of any of the rules and regulations governing the Air Safari, including these Rules and Regulations, will render the Entrant and aircraft liable to exclusion, or suspension.
- 9.1.4 Decisions- In all matters relating to the Air Safari the decision of the Organisers shall be absolutely and finally binding on all concerned. In cases where agreement cannot be reached between the Organisers or Air Safari Officials, the Safari Directors decision, after consultation with the Air Safari Committee and Air Safari Officials, shall be final.
- 9.1.5 Responsibility to Observe Conditions- The Entrant shall be the party responsible for the due observance of all rules, regulations and conditions for the conduct of the Air safari and shall be the party with whom the Organisers and officials will deal in respect of any question arising out of the Safari, provided that where the Entrant and the Nominated Pilot in Command are not the same person, and in the absence of the Entrant, the Organisers shall be entitled to deal with the Nominated Pilot in Command as the authorised agent of the Entrant.

## 9.2 Claims and Risks

- 9.2.1 Claims- No Entrant, pilots, crew members or passengers (or representatives, servants or agents of any of these), or anyone otherwise connected with an aircraft entering or



participating in the Air Safari, shall have, at any time, any claim against the Organisers (including the Air Safari Committee and Air Safari Officials), for any loss or damage sustained as a direct or indirect result of any act or omission on the part of the Organisers (jointly or severally), or their servants or agents or any other person or entity whatsoever.

- 9.2.2 Risks- An Entrants aircraft, pilot, crew members and passengers, (and the representatives, servants or agents of any of these) shall, at all times during the Air Safari, be at the sole risk, in all respects, of the Entrant who shall have no claims for injury to self, property or persons, and shall assume all liability for direct or indirect loss or damage (whether by act or omission) to third parties or their property and shall indemnify the Organisers in respect thereof.
- 9.2.3 Insurance- The Entrant undertakes to insure, on behalf of their pilots, crew members and passengers, (and the representatives, servants and agents of any of these), and on behalf of the Organisers against third party liability in connection with the Air safari to a minimum of \$NZ1,000,000 (one million NZ dollars). Evidence that such insurance has been effected must be produced at Registration and scrutineering. Note- all Entrants should contact their own insurers with whom the aircraft is insured.
- 9.2.4 Claims in regard to Cancellation- In the event of official cancellation of the Air Safari, no claims of any kind can be entertained against the Organisers by any Entrant, Nominated Pilot in Command, pilot, crew members, passengers or other person connected with the Air Safari or by any of their servants, agents or representatives.
- 9.2.5 Ground Handling Personnel- The Organisers are not responsible for providing personnel for handling aircraft on the ground. In particular, the Chief Marshall, the Starter and the Finisher and Ground Judge (and their nominees and assistants) are not legally responsible for aircraft or persons associated in any way with aircraft entered, or participating in, the Air Safari. These Officials will provide information and directions only in the form of advice to pilots.
- 9.2.6 Aircraft Facilitation- Each Entrant is responsible for tying down their aircraft as no hangarage or other equipment such as tie downs (etc) will be provided.
- 9.2.7 Refuelling- The Entrant and/or Nominated Pilot in Command must make appropriate arrangements for refuelling in accordance with the directions of the Organisers. Every Entrant and/or Nominated Pilot in Command must have in their possession sufficient credit cards, or carnet cards (Shell and BP) for payment of fuel and oil. No smoking is permitted at or in the vicinity of refuelling points and all engines must be turned off and parking brakes off.
- 9.2.8 Accommodation and Expenses- The Organisers assume no responsibility for payment of any hotel, accommodation, transportation, fuel, mechanical, or living expenses (etc), nor will they make any payment to or on behalf of any Entrant, Nominated Pilot in Command, pilot, crew member, passenger, mechanic, or aircraft.

### 9.3 Protests



- 9.3.1 Lodging- All protests must be lodged with the Protest Committee Convenor within twelve hours of the official decision of the Scorer having been declared over the point on which the protest is being made. If the protest does not relate to a decision of the Scorer, it must be lodged within two hours of the completion of the leg during which the event leading to the protest occurred.
  - 9.3.2 Form- All protests must be made in writing and accompanied by a fee of \$100 which will be returned if the protest is successful. Only the Entrant or Nominated Pilot in Command may lodge a protest.
  - 9.3.3 Hearing- Protests will be heard by a committee of suitably qualified and experienced people appointed and convened by the Protest Committee Convenor. The decision of that committee will be final.
- 9.4 National Laws, Rules, and Regulations- It is a condition of entry that all laws and regulations governing to aviation in New Zealand are observed at all times. Failure to do so could render an Entrant or aircraft liable to disqualification, exclusion or suspension.

## **DEFINITIONS**

Unless defined otherwise in these Rules and Regulations, all terms and definitions are those contained in the Civil Aviation Act 1990 and the associated Civil Aviation Rules of New Zealand.

<u>AGL</u>	Above Ground Level
<u>Air Safari</u>	The Around New Zealand Air Safari 2010
<u>Air Safari Officials</u>	Air Safari Officials are those persons holding the offices of Air Safari Director, Safety Officer, Scorer, Protest Committee Convenor, Chief Ground Marshall, Starter, Finisher and Ground Judge and Air Traffic Control Representative.
<u>Committee</u>	The Committee of the Around New Zealand Air Safari 2010. (Also the “Air Safari Committee”)
<u>EET</u>	Estimated Elapsed Time.
<u>Entrant</u>	An Entrant is a person, organisation, group or company responsible for entering an aircraft in the Air Safari, and must be identified on the Entry Form.
<u>Entry Form</u>	The Around New Zealand Air Safari Entry Form published and made available by the Organisers.
<u>FAI</u>	The Federation Aeronautique International.
<u>Finish Point</u>	The finish point for each leg is that point on the ground or that point overhead a particular feature, designated as the Finish Point for that leg in the Handbook.



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<u>Handbook</u>	The Around New Zealand Air Safari Handbook published and made available by the Organisers. Will provide information additional to these Rules and Regulations and the Route Guides.
<u>Leg</u>	A leg is the distance flown by an aircraft from each designated Start Point to the next designated Finish Point. Authorised fuelling stops, or other stops made at the discretion of the pilot in command (eg. A fuelling stop made at the discretion of that pilot, precautionary or emergency landings), are not designated finish points.
<u>Nominated Pilot in Command</u>	The pilot, lawfully able to act as pilot in command of the aircraft, nominated on the Entry Form as the person responsible for the duties of the Nominated Pilot in Command during the Air Safari.
<u>Organisers</u>	The Organiser is Flying NZ Air Sports Ltd. Key personnel (all volunteers) who may be joining the Air Safari are those persons set out in Clause 7.1.
<u>Pilot in command</u>	The pilot in command is that person acting as pilot in command of an aircraft at a particular time, as per Civil Aviation Rules of New Zealand.
<u>Registration</u>	The process of confirming aircraft and crews are in compliance with the Rules and Regulations, the Entry Form, and of Scrutineering prior to the Air Safari start. Registration will take place at Ardmore on Sunday 21 <sup>st</sup> March and Monday 22 <sup>nd</sup> March 2010.
<u>Route Guide</u>	The information pack for each Leg of the Air Safari. It will contain detail of the course to be flown with the Turn Points for that Leg, the Log Card for that Leg and any relevant information to that Leg.
<u>Rules and Regulations</u>	These Rules and Regulations will be published and made available by the Organisers.
<u>Section</u>	Each Leg will be made up of several Sections. Each section is the part of the course from Turn Point to Turn Point, the Start to the first Turn Point or the last Turn point to the Finish.
<u>Scorer</u>	The person responsible for scoring the Air Safari in accordance with these Rules and Regulations.
<u>Scrutineers</u>	The Air Race Officials responsible for assessing aircraft in accordance with clause 8.2 of these Rules and Regulations.
<u>Start Point</u>	The Start Point for each leg is that point on the ground or line overhead a particular feature, designated as the Start Point for that leg in the Route Guide.
<u>Turn Point</u>	A Turn Point is a point overhead a particular feature at the end of a Section of a leg as designated in the Route Guide.



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VFR

Visual Flight Rules, as per the Civil Aviation Rules of New Zealand.